

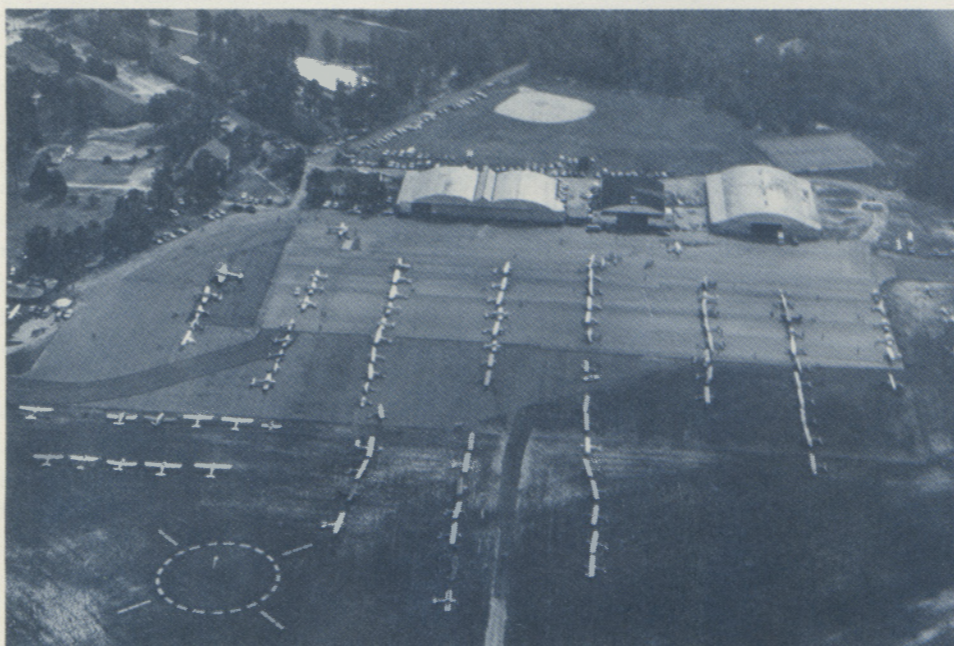
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Palmetto AVIATION

Volume 36, Number 8

Published by the S.C. Aeronautics Commission

September, 1985



Aircraft fill the ramp at last years EAA Fall Fly-In.

EAA Fall Fly-In set Oct. 11-12 at Camden

Antiques, sleek homebuilts and classic warbirds will converge on Camden next month during the Experimental Aircraft Association's (EAA) Fall Fly-In Oct. 11-12.

Airport manager Bill Hawkins said he expects 450 aircraft this year if the weather is good. Some 300 aircraft visited the field during last year's fly in, he said.

EAA Antiques and Classics Chapter Three has held their fly-in at Camden's Woodward Field for the past several years. The chapter includes EAA organizations in the Carolinas and Virginia.

On Friday, Oct. 11, an "Early Bird"

Party will be held at the Holiday Inn in Lugoff. There will be an open bar and vintage aircraft films for entertainment.

Saturday, judging will take place at 2 p.m. Trophies will be given for best aircraft in several categories including best warbird, rarest aircraft, and classic and antique Grand Champion. Antiques are aircraft that were manufactured in 1939 or before. Classics are those built from 1939 to 1947. Fly-bys by participants will be going on all day, Hawkins said.

Saturday evening, the chapter will have their banquet at the Shrine Club north of Camden. Happy Hour will be at 7 and the meal will start at 8 p.m.

Funds voted for Lancaster, Chester Jobs

The South Carolina Aeronautics Commission approved grants for two airport construction projects and revised the amount for a previously approved grant at its regular meeting last month.

Funds for these projects were obtained from the last capital improvement bond bill passed by the state legislature over three years ago which allocated specific amounts to most of the airports in the state. Since then, no new funds have become available for state participation in airport improvement projects.

A \$26,485 grant was approved for a taxiway construction project at Lancaster County Airport. The project, which has been completed, included a 2,400 foot parallel taxiway, a short stub taxiway and medium intensity lights on both. The parking apron was also expanded to 4,590 square yards and clearing was done at the runway ends.

The total project cost was \$529,711. Ninety percent of the cost was funded by a \$476,740 federal Airport Improvement Program (AIP) grant. The state and local shares were five percent each.

The Commission also approved \$18,250 as the state share of a taxiway and apron improvement project at Chester Memorial Airport. A federal grant of some \$400,000 for this project is anticipated in fiscal 1986. The new taxiway will replace a 38-year-old surface

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Eighth Airports Conference draws near at Hilton Head

The Eighth Annual South Carolina Airports Conference, planned this November at Hilton Head, promises a varied agenda with a number of topics which should appeal to airport sponsors, FBOs, managers and others involved in the management and development of airports.

The general theme of the 1985 conference is "Airport Protection and Enhancement"; discussion items will cover legal protection as well as physical protection.

Proposed topics include:

- Airport security and aviation theft
- Obstructions and the airport environment
- Fueling: What the recent legislation means to airport owners and operators
- Airport leases: Some problems and solutions
- Land use controls: What they are and what they can and cannot do
- South Carolina's airport development program
- The FAA's Airport Improvement Program

In addition, manufacturers and vendors of airport equipment and services will have exhibits set up to demonstrate the latest in lighting, asphalt treatment and other items for airports. Time for perusing the exhibits as well as for golf and tennis will be available in the afternoon.

Make plans now to be on hand when it happens at the Marriott's Hilton Head Resort Nov. 13, 14 and 15. A block of rooms has been reserved at \$45 per night, single or double occupancy. Reservation forms have been mailed to those who attended last year's conference. If you would like to attend this year, be sure to return your reservations as soon as possible. The conference registration fee will be \$55 per person and will cover the Thursday luncheon, coffee and soda breaks plus the welcoming reception Wednesday evening.

The Aeronautics Commission looks forward to seeing you all again this year. If you have not received a registration form please call 758-2766. In state callers can call the Commission toll free at 1-800-922-0574.

SPA Annual Published

The *1985 Water Flying Annual* recently was distributed by the Seaplane Pilots Association (SPA), which is administered by AOPA.

This year's edition contains an exclusive directory of seaplane training bases, plus directories of amphibians, floats, homebuilts and modifications.

According to Mary F. Silitch, SPA executive director, "This year's *Annual* features 'Waterworks' articles describing

varied uses of seaplanes, including the use of helicopters on floats. Useful hints are given on handling strong wind conditions, mountain float flying and carrying external loads."

The *1985 Water Flying Annual* is distributed free to SPA members, or may be purchased for \$8 from SPA, 421 Aviation Way, Frederick, MD 21701. (Membership in SPA is \$25 per year.)

Funds voted for Airport Projects

Continued from Page 1

which is badly cracked and eroded. It will be 2,500 feet long by 35 feet wide. The new parking apron will be 300 by 210 feet.

The Commission also approved a \$3,200 increase for a taxiway reconstruc-

tion and lighting project at Spartanburg Downtown Airport which has already been completed. The project is 90 percent federally funded, five percent state and local.



Myrtle Beach terminal dedicated

Myrtle Beach Airport Director Robert "Pancho" Pasqualicchio shows VIPs and dignitaries around the expanded terminal building at the Myrtle Beach Jetport which was dedicated in July. The \$3.1 million renovation included larger ticket counter, baggage claim and service areas, and a new passenger departure lounge about four times the size of the original lounge. (Aeronautics Commission photo.).

Chester businessman wins National Soaring Championship

Chester businessman Sam Giltner started flying gliders 23 years ago after his father got him interested in the sport.

This past June, he won the national 15 meter racing championship held at Cordele Ga. It was the third time he had competed in a national championship meet.

Giltner qualified for the nationals when he won a 15 meter division second place medallion during the regional competition held at Chester in April. He averaged 65.56 miles per hour in that meet.

In the competitions, each pilot must fly a pre-determined route against the clock. Each day's task is determined by the

weather conditions and winds aloft.

Giltner was one of 65 pilots who participated in the national meet in Georgia and many of those pilots were the same ones that competed in Chester.

"I feel very fortunate," Giltner said, "because there were a lot of good pilots there. This was my first title ever and I think the difference was that I didn't make any big mistakes and was just real consistent."

Giltner, who is the owner of Tire City in Chester, takes to the air whenever he gets the chance. His father owned Bermuda High Soaring before selling it in 1973.

The Clio Crop Care Fall fly-in, normally held in October, will be held Sept. 28 and 29 this year.

Originally started as a Stearman fly-in, the event has broadened to include all types of aircraft. Homebuilts expected include Pitts, TriGear Q200, W.A.R. Cor-

Breakfast Club



Sept. 15 Jekyll Island, Ga.
(special weekend meeting)

Sept. 22 Holly Hill Airport,
Holly Hill

Oct. 6 Newberry Municipal
Airport,
Newberry

Oct. 11-13 Woodward Field,
Camden
(EAA fly-in)

Oct. 20 Orangeburg Municipal,
Orangeburg
(annual meeting and
election of officers)

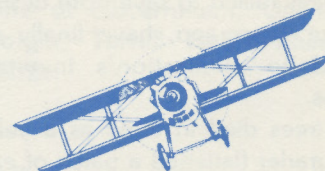
Nov. 3 Summerville Airport,
Summerville

Nov. 17 Laurens County,
Laurens

Dec. 1 Walterboro Municipal,
Walterboro

Dec. 15 Lancaster County,
Lancaster

Breakfast Club members normally arrive between 9 and 9:30 a.m. Breakfast starts at 10 and is usually over by 11 a.m.



sair, Thorpe and many others.

Airport owner S.W. Hanke expects at least 12 Stearmans and, he says, all aircraft are invited. "Come and have fun."

For more information, contact S.W. Hanke at (803) 586-9225.

**Clio Crop Care
fly-in set
Sept. 28-29**

Improvements needed at Hilton Head, Study says

The Hilton Head Airport needs to make significant improvements to compensate for an expected doubling of air traffic over the next 20 years.

That's the finding of a Columbia transportation firm that has finished the final draft of a 10-year master plan for the airport.

Expansion of the airport has been a

Charleston board size increased

The Charleston County Aviation Authority has increased its membership from seven to 10 with three new appointments, including the mayor of North Charleston.

Mayor John E. Bourne Jr. becomes an ex-officio voting member. Charleston lawyers Robert L. Gailliard and David B. McCormack were recently nominated by the legislature.

IFR Rating Rules Eased

The minimum flight time needed to apply for an instrument rating has been significantly reduced to "encourage earlier training in and development of instrument flying skills."

Progress finally gets dogwoods at Anderson

Two 30-year-old Dogwood trees which Anderson County airport employees rallied to save from destruction four years ago, have finally succumbed to civilization's inevitable progress.

The trees died in June as a yellow motor grader flattened a patch of earth that had been their home for more than a quarter century, making way for a parking lot expansion.

Airport employees fought to save the trees once before four years ago but this time, did not interfere.

"We're going to have progress at the airport," said Commission chairman Jerry Wiles, who stood by with County Councilman Harold Beebe as the con-

struction equipment did its work. "We're just going to have to be more firm with our decisions than in the past in order to make the airport grow."

Wilbur Smith & Associates Inc. has prepared the airport master plan for Beaufort County, which owns and operates the airport as well as the county airport on Lady's Island.

The plan recommends widening, but not lengthening the 3,700 foot runway; buying some 89 acres and acquiring easements for another 95 acres to add to the existing 104 acres; and adding a non-federal control tower.

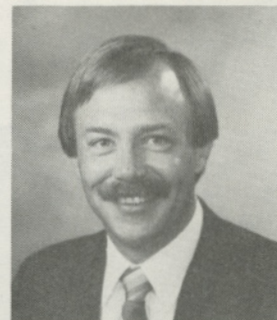
The number of operations at the airport is expected to jump from 56,000 estimated for 1985 to some 117,100 by the year 2005, according to the plan. The consultants recommend widening the runway from 75 to 100 feet, adding a terminal building, a helipad and a fire and rescue building within the next 20 years.

In a revision to Federal Aviation Regulation (FAR) Part 61, a pilot with 125 hours of flight time, including 50 hours of cross-country as pilot in command, may acquire an instrument rating. The previous minimum was a total of 200 hours of flight experience.

AOPA had advocated such changes to the rules as a benefit for thousands of

Jim Mansfield named to board at Hawthorne

James R. Mansfield



James R. Mansfield, General Manager of the Aero Sales Division of Hawthorne Corporation, has been elected to the Board and named a vice president.

The Aero Sales Division is a distributor of aircraft and parts for Piper Aircraft Corporation. Mansfield is responsible for the daily operation of the division which covers a five-state area.

Prior to joining Hawthorne in 1976, Mansfield worked for Thurston Aviation in Charlotte. He is a native of Louisville, KY.

pilots wishing to continue flight training shortly after they acquire their private pilot certificates. Under the previous requirements, pilots with 60 to 70 hours were forced to accumulate some 100 more hours before even beginning instrument rating training.

"It's hard to see something that you put money into and labor and love, and have somebody come along and just ruthlessly cut them down without even saying anything about it."

"I think they could have paved around them, that's the general consensus," added the employee.

Ms. Hart agreed. "Why couldn't they have put a wall around those trees?" she asked.

But Beebe said, "It wasn't in the plans. The trees would have displaced six parking spaces and blocked the entrance."

"I hated to see the trees come down too," he added.

Frances Hart, chairman of the Anderson Garden Club's beautification committee, who has worked twice in recent years on projects at the airport added,

Public affairs workshop held for CAP

The first in a continuing series of public affairs workshops for the South Carolina Civil Air Patrol squadron's public affairs officers and interested personnel was held in Columbia Aug. 3.

The Workshop agenda included: Review of PAO quarterly newsletters, overview of a public affairs kit, mission public affairs reporting responsibilities, effective writing and a general discussion. Instructors were Maj. William Bell, CAP and Capt. Guy Asher, USAFR.

Any interested personnel who would like to volunteer their time and services as an instructor or workshop member, please write to: 2Lt. Delores Rucker, S.C. Wing PAO, P.O. Box 5991, Columbia, SC 29250. Basic areas of instruction include newspaper article writing, public affairs announcements and photography.

East Cooper to be open in early 1986

A new general aviation airport for the East Cooper area is expected to be ready in early 1986, according to George A. Rubino, Charleston County Airports Director.

The airport, located on about 300 acres near S.C. Highway 41 and U.S. 17 will cost about \$3 million.

Paving work on a 3,700 foot runway, taxiways and the access road to U.S. 17 began last month.

The new airport will accommodate general aviation in the area, replacing the Isle of Palms facility that was closed for development purposes.

Rubino said the Charleston Executive Airport on John's Island will continue to handle corporate air traffic for the area, although it will be possible for corporate craft to land at the East Cooper facility also.



Greenville cadets win state competition

Civil Air Patrol Cadets from Greenville shown here won top honors recently in the S.C. Wing CAP cadet competition held in Columbia. In a close competition, the Greenville cadets beat other units from throughout the state in a series of events that included inspection, drill, a mile run, an aerospace education test, a panel quiz and a volleyball competition. The Greenville Squadron will represent the S.C. Wing at the Regional competition in November at Beckley, WV.

New handbook published for airport managers, FBOs

A handbook designed to aid FBOs and managers of small airports has been published by the University of Georgia and is available for \$15.95.

The Small Airport Management Handbook was written by Jerry A. Singer, local government management specialist with the University of Georgia's Carl Vinson Institute of Government. He is a licensed pilot and has had experience as a city manager and county manager with airport responsibilities in communities of 3,000 to 80,000 population.

The handbook's second section, "Airports and the Law," gives specific infor-

mation on protecting airports from liability. It also covers the authority to contract and the granting of exclusive rights to airport facilities.

Part 3 contains a section on recommended airport management practices and there is an appendix with sample legal agreements such as leases and contracts.

The handbook may be purchased from Publications Program, Carl Vinson Institute of Government, University of Georgia, Terrell Hall, Athens, GA 30602.

AOPA Convention set Oct. 9-12

The nation's capital will be host to this year's annual Aircraft Owners and Pilots Association convention Oct. 9-12.

In addition to the exciting industry exhibit, highlight of the AOPA convention include tours of the Smithsonian Institution's Silver Hill aircraft restoration facility and a reception for members at the National Air and Space Museum. A wide

variety of aviation seminars covering topics from aviation legislation to severe weather flying will be given Thursday, Oct. 10 through Saturday, Oct. 12.

If you would like AOPA to make your convention reservations, call Ann Kilian at 301-695-202— or Patricia Weil at 301-695-2052.

Some good, some bad in proposed rules for recreational pilot certificate, AOPA says

More than seven years after the Aircraft Owners and Pilots Association first submitted its petition, the Federal Aviation Administration has released a notice of proposed rulemaking which proposes a recreational pilot certificate. The 265,000-member AOPA had long sought the creation of the new category of pilot certificate, intended to lower the cost and reduce procedural barriers to flight training.

"FAA is to be congratulated for issuing the proposed new categories of pilot certificates," said AOPA President John L. Baker. "The establishment of the recreational, and student recreational, pilot certificate will allow more people to get off the airport fence and into the left seat."

Licenses Declining

AOPA has maintained that the cost of obtaining a private pilot license has forced many potential pilots to give up learning to fly. Student and private certificates issued have steadily declined since 1982, and thus far this year, student starts are down 13 percent from last year.

Said AOPA President Baker, "With the cost of earning a private certificate averaging around \$3,000, the nation's pilot community - and also aircraft sales - will continue shrinking until the cost of breaking into aviation is less prohibitive. The AOPA-proposed recreational pilot certificate goes a long way towards making the dream of personal flight a reality for many people."

The recreational pilot certificate would be less complex to obtain. Thus, recreational pilots would have certain restrictions on their flying privileges until earning more advanced certificates. For instance, recreational pilots could not fly more than 50 miles from the departure airport, nor could they fly for compensation or hire. Aircraft restrictions would limit recreational pilots to a single engine aircraft, with a maximum of four seats, fixed landing gear, and a powerplant of not more than 180 horsepower.

Commendable

Steven J. Brown, AOPA Director of Aviation Standards, noted that several key elements of the NPRM relating to the recreational pilot certificate were especially commendable. "The Proposal would permit a 'no known medical defect' statement, similar to that currently used by glider pilots, in lieu of a third class medical for recreational pilots," said Brown. "Also, the definition of a cross-country flight for student pilots (private and recreational) would be changed from 25 nm to a flight including four legs and landings at not less than three airports other than the departure airport. Both of these proposals are reasonable to us and would enhance the pilot training process."

In addition to the recreational pilot certificate, the proposed rules also include several new proficiency training requirements for current private pilots. "FAA has tacked on to the recreational pilot NPRM a number of other recommendations that are unrelated to the new pilot category," said AOPA's Brown. "AOPA is concerned that private pilots may be adversely affected by an otherwise laudatory NPRM."

CFI Endorsement

Brown noted that the FAA is proposing a requirement that private pilots have a specific endorsement by a CFI in each make and model of aircraft with more than 200 hp, retractable landing gear, and controllable pitch propeller. Another proposal would require all recreational and private pilots with under 400 hours total time and who have not flown in the last 180 days to fly with an instructor and receive a flight instructor endorsement for flight as pilot in command.

AOPA's Brown expressed concern regarding the FAA's private pilot proposals. "The recommendations directly affect the 400-hour or less private pilot, but a 375-hour private pilot may have more experience than a 200-hour commercial pilot, who is not included in these proposals," said Brown. "We question

the FAA's logic in the seemingly arbitrary choice of 400 hours."

Annual Training

Another proposed rule affecting private pilots would require pilots with less than 400 hours total time who do not hold an instrument rating to fly in visibility conditions of not less than three statute miles during the day and five statute miles at night. "This is inconsistent with a more recent NPRM - which has the support of the aviation user community - which proposes standardizing night VFR visibility at three statute miles," said Brown.

Another proposal would require all recreational and private pilots to complete an annual training requirement of two hours, consisting of one hour of ground review and one hour flight review with an instructor. "While we certainly do not object to currency training, AOPA believes that two hours of structured ground training on an annual basis is preferable to a flight requirement which is unstructured and open to interpretation," said Brown.

"AOPA supports the concepts and intent of the FAA recreational pilot proposal," said AOPA President Baker. "We cannot, however, permit the FAA to muddy a well-intentioned proposal by attaching what amounts to various unrelated 'riders' to the recreational pilot 'bill.' Recurrent training and new rules for private pilots, if necessary at all, should be handled separately and not slipped in through the back door."

Comments Due

Comments on the NPRM are due at the FAA by September 24, 1985. All pilots are urged to make their comments concerning the proposal known to the FAA rules docket and AOPA.



Recommended communications procedures at non-tower airports

The FAA has published an advisory circular which contains recommended traffic advisory practices at airports without operating control towers.

The AC recommends that all inbound traffic should monitor and communicate on the designated Common Traffic Ad-

visory Frequency (CTAF) from 10 miles to landing. The CTAF may be a UNICOM, MULTICOM, FSS or tower frequency. Departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi and until 10 miles from the air-

port unless FARs or local procedures require otherwise.

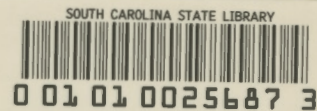
The following table summarizes the procedures recommended in the advisory circular:

FACILITY AT AIRPORT	FREQUENCY USE	COMMUNICATION/BROADCAST PROCEDURES		
		OUTBOUND	INBOUND	PRACTICE INSTR APCH
a. UNICOM (No Tower or FSS)	Communicate with UNICOM station on published CTAF frequency (122.7, 122.8, 122.725, 122.975, or 123.0). If unable to contact UNICOM station, use self-announce procedures on CTAF	Before taxiing and before taxiing on the runway for departure.	10 miles out, and entering downwind base and final and leaving the runway.	Departing final approach fix (name) inbound and approach completed/terminated.
b. No Tower, FSS, or UNICOM	Self-announce on MULTICOM frequency 122.9.			
c. No Tower In Operation, FSS Open	Communicate with FSS on CTAF.			
d. FSS Closed (No Tower)	Self-announce on CTAF.			
e. Tower Or, FSS not in operation	Self-announce on CTAF.			

Designated Unicom/Multicom frequencies on back page.



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Designated Unicom/Multicom frequencies

(See table, page 7)

DESIGNATED UNICOM/MULTICOM FREQUENCIES. The following listing depicts UNICOM and MULTICOM frequency used as designated by the Federal Communications Commission (FCC).

<u>Frequency</u>	<u>Use</u>
122.700 -----	airports without an operating control tower
122.725 -----	airports without an operating control tower
122.800 -----	airports without an operating control tower
123.000 -----	airports without an operating control tower
122.975 -----	airports without an operating control tower
122.900 -----	(MULTICOM FREQUENCY) Airports with no tower, FSS, or UNICOM
122.950 -----	Airports with control tower
122.725 -----	Private airports (not open to public)
122.750 -----	Private airports (not open to public) and air-to-air communications
122.975 -----	High altitude
123.050 -----	Heliports
123.075 -----	Heliports

NOTE 1: In some areas of the country, frequency interference may be encountered from nearby airports using the same UNICOM frequency. Where this is a problem, UNICOM operators are encouraged to develop a "least interference" frequency assignment plan for airports concerned using the five frequencies designated for airports without operating control towers. UNICOM licensees may then request FCC to assign frequencies in accordance with the plan, which they will review and consider for approval.

NOTE 2: Wind direction and runway information may not be available on UNICOM frequency 122.950.

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